Patent Claims

1. Axle suspension for rigid axles of vehicles, especially of air-suspension utilityvehicles, in which a said twistable four-point connecting rod (4), which is connected in an articulated manner to the said vehicle axle (3), on the one hand, and to the said vehicle body (1a, 1b), on the other hand, and which is connected to the said vehicle axle (3) and to the said vehicle body (1a, 1b) by two said joints (5, 6, 7, 8) each located at spaced locations from one another in the transverse direction of the vehicle, is arranged above the said vehicle axle (3), at least one said axle strut (11, 12), which extends in the longitudinal direction of the vehicle and connects the said vehicle axle (3) to the said vehicle body (1a, 1b) in a vertically movable manner, is arranged on each side of the vehicle for guiding the axle and at least one said spring assembly unit (19, 20) is arranged between the said vehicle axle (3) and the said vehicle body (1a, 1b) for spring suspension,
characterized in that
the said axle struts (11, 12) are connected to the said vehicle axle (3) by a said molecular joint (15, 16) each.

2. Axle suspension in accordance with claim 1,
characterized in that
the said axle struts (11, 12) have a said mount ?? (17, 18) for the said spring assembly units (19, 20) or said shock absorbers (35, 36).

3. Axle suspension in accordance with claim 2,
characterized in that
the said mounts (17, 18) for the said spring assembly units (19, 20) or the said shock absorbers (35, 36) are designed as joints.

4. Axle suspension in accordance with claim 3,
characterized in that

the joints and ball-and et joints.

5. Axle suspension in accordance with one of the above claims, **characterized in that** the said axle struts (11, 12) are additionally connected to the said vehicle body (1a, 1b) via at least one shock absorber (35, 36) each.

6. Axle suspension in accordance with one of the above claims, **characterized in that** the said axle struts (11, 12) is connected to the said vehicle body (1a, 1b) by a said molecular joint (13, 14) each.

7. Axle suspension in accordance with claim 6, **characterized in that** the said vehicle body-side molecular joint (13, 4) of the said axle strut (11, 12) has a stiffer joint characteristic than the said vehicle axle-side molecular joints (15, 16) of the said axle strut (11, 12).

8. Axle suspension in accordance with one of the above claims, **characterized in that** the said spring assembly unit (19, 20) is arranged in front of or behind the said vehicle axle (3).

9. Axle suspension in accordance with one of the claims 1 through 7, **characterized in that** a said spring assembly unit (19, 20) each is arranged in front of and behind the said vehicle axle (3).